

Public Auction OF NEW FURNITURE.

Consisting of One Carload of New Furniture, this being the car of Bankrupt Stock that Mr. Montgomery bought while in Kansas. It will be sold to the highest bidder without reserve on

Saturday, Oct. 7th.

The car contains over 50 Iron and Brass Beds with Springs and Mattresses, and sell regular at from \$5.00 to \$50.00 each.

25 dozen Dining-room Chairs that would sell regular at from \$1.25 to \$5.00 each.

About 5 dozen wood, cobbler-seat, cane-seat and full leather Rockers that would range regular in price from \$2 to \$25.

There are also some Dressers, Commodes, China Closets, Buffets, Combination Book and Writing Desks, Kitchen Cabinets and Kitchen Tables.

Also a line of Square and Round Extension Tables that range regular in price from \$7.50 to \$35.00.

As we have no room for these goods we are compelled to sell them at once. The sale will begin at 10 o'clock sharp, and continue all day or until all are sold.

Goods may be seen at the City Livery Barn on or before that date.

BLACKFOOT AUCTION CO.

FARM AND ROAD IMPROVEMENT



HOW TO MAKE DRIVEWAY

Telford's Method Was to Use Large Stones for Foundation With Smaller Ones on Top.

While there are any number of methods of driveway building, only one, practically, is followed to any extent, and this is usually called "macadamizing." As a matter of fact it

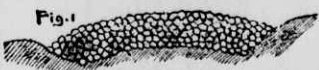


Fig. 1—What MacAdam Advocated.

is not macadamizing at all, but "telfordizing," for what is commonly thought to be a macadam road is built after the method advocated by Telford, says the Country Gentleman. MacAdam advocated the use of stones of uniform size all the way through the roadway (see Fig. 1), while Telford advocated the use of larger stones at the bottom of the roadbed with smaller ones on top of this foundation, still smaller ones above that and finally pulverized stone, or breaker dust, as a top dressing (see Fig. 2), and it is this. Telford practice that is usually followed in constructing what are commonly called macadam roads.

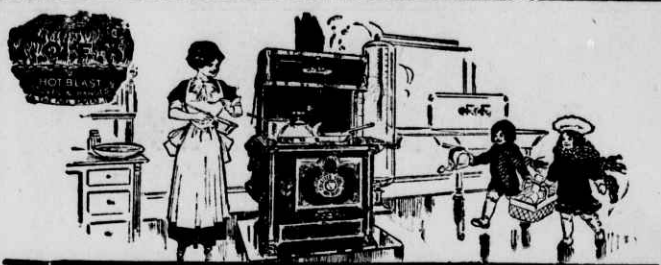
Now to build a good driveway one must begin with a dry, hard bed on which to lay the foundation. Should the ground be marshy or damp, some means of drainage must be installed and a solid, dry sub-grade established. Having secured a proper sub-grade, the next step is to select proper material for the driveway building. The stone used must be a hard stone that will break angularly and not have



Fig. 2—Telford's Idea.

rounded edges. The best for the purpose has been found to be what is commonly called trap rock. This trap rock is very hard and tough and breaks angularly. Such a stone wedges in tightly between its neighbors, and if properly wedged will not work loose as a round stone would. A round stone will rock like a cradle if pressure is brought to bear on either end and this will soon disintegrate the driveway. Rolling stones will also occur if any soft material is used in building up the driveway. For the best results, and this is following MacAdam's teachings, stones of about one-inch cube should be used all the way from the foundation to the bed. These should be put down in layers and each layer rolled with a light roller. No sand, breaker dust or soft material whatever should be used in building up the driveway.

In the rolling, one of the most serious mistakes in roadway building is usually made. To get a good driveway made quickly a heavy roller is used and, apparently, this method produces a good driveway if first appearances only are considered. But it is penny wise and pound foolish. Light rolling, of course, requires a greater length of time than heavy rolling and therefore those who are having driveways built will generally insist on the use of the heavy roller. No greater mistake could be made. No matter how well a driveway has been built, a heavy roller is almost sure to crush the stone and spoil it, thus nullifying the benefit of any good practice that may have been followed up to this stage. Light rolling, on the other hand, will gradually pack the whole mass into a solid concrete structure with each stone so wedged in as to be practically immune against displacement.



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H. W. CURTIS



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Boise, Idaho, October 9-14. Reduced rates via Oregon (Short) Lines. Tickets on sale from Glenn's Ferry and west, October 7th to 14th inclusive. From stations east of Glenn's Ferry, October 7th to 13th inclusive. Limit October 16th. See agents for rates and further particulars. \$21-4t

Butter Wrappers at this office.

CURIOUS BITS OF HISTORY

By A. W. MACY.

NEWSPAPERS DURING THE
REVOLUTIONARY WAR.

At the outbreak of the Revolutionary war thirty-seven newspapers were being published in the Colonies. Most of them were published in Pennsylvania and Massachusetts. Of the thirty-seven, twenty-three were devoted to the cause of the patriots; seven, possibly eight, favored the English, and the balance were supposed to be neutral. Of the twenty-three patriotic papers, five went over to the loyalists in the course of the war. Thus not quite one-half of the total number supported the cause of the Revolution from start to finish. Most of the editors and proprietors whose papers deserted the patriots' cause fled across the border into Canada toward the close of the war, and forgot to come back.

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